Metro Long Beach-East LA Corridor Mobility Plan
Zero-Emission Truck (ZET) Program

Rio Vista ZET Charging Depot
Frequently Asked Questions (FAQ)
Updated October 27, 2025

Introduction

Metro is working with MN8 Energy, a leading renewable energy company advancing clean energy solutions across solar, battery, and electric vehicles, to build a publicly accessible electric vehicle (EV) charging depot for zero-emission medium-and heavy-duty trucks (ZE-MHDTs) at 1311 Rio Vista Ave, Los Angeles, CA 90023. The site is located along the Long Beach–East LA (LB-ELA) Corridor, where heavy freight traffic contributes to poor air quality and ongoing public health concerns.

The new charging depot will offer high powered chargers that will support the daily charging needs of more than 100 zero-emission trucks. By introducing renewable-powered fleets, local communities will experience cleaner air, fewer diesel fumes, and reduced truck noise. Construction is expected to begin in late 2026, with the depot becoming fully operational by the end of 2027.

Charging Depot Overview

How will this charging depot reduce pollution in the community?
The ZET charging depot will reduce emissions by supporting the operation of 100+ zero-emission trucks per day, replacing diesel-powered trucks that negatively impact air quality.

Each year the depot is expected to eliminate approximately:
- 29.07 tons of nitrogen oxides (NOx).
- 0.14 tons of sulfur dioxide (SO_2).
- 0.57 tons of particulate matter (PM).
- 7,695 tons of carbon dioxide equivalent (CO_2e)

Why was the location chosen for the charging depot?
The site was chosen because of its proximity to major freight corridors. The site is located a few hundred feet from the intersection of I-5 and I-10 Freeways, both top national freight corridors, and close to major rail yards and logistics hubs, all of which serve high-volume freight routes.

Charging Depot Hours and Noise

What are the hours of operation for the new ZET charging depot?
The Rio Vista ZET Charging Depot will operate 24/7 and be open for public access from 6:00AM-3:00PM and from 6:00PM-3:00AM.

Will the charging depot increase noise in the neighborhood?
No. Battery-electric trucks operate significantly quieter than diesel trucks. Therefore, the project will reduce noise pollution from medium & heavy-duty diesel trucks.

Safety, Lighting, and Security

What kind of security and lighting will be in place at the ZET charging depot?
The site will be staffed with security attendants 24/7 to help drivers troubleshoot issues and also monitor vehicles for potential vandalism. The depots will also be equipped with fencing, lighting, and CCTV.

Depot Operations

Who will use the depot?
Dependable Supply Chain Services will serve as the anchor fleet partner, committing up to 30 electric Class-8 trucks for operations. There is also public access to the chargers available during set daily hours, with the depot anticipated to accommodate approximately 117 Medium Heavy-Duty Trucks daily.

The hub will provide multiple charging options for fleet operators, including overnight charging and short-duration opportunity charging for 1–2 hour stops. Operators may choose to pay a premium for extended parking or take advantage of opportunity charging, which allows trucks to recharge during brief stops of 1–2 hours.

How does the depot operate?
Designated time blocks are reserved for the site's anchor fleet partner, Dependable Supply Chain Services. Outside of those periods, charging is available to the public on a first-come, first-served basis daily from 6:00 AM to 3:00 PM and again from 6:00 PM to 3:00 AM.

How many trucks can charge at the same time?
28 trucks can charge at the same time in MN8's current design plan.

Depot Design and Community Input

Has the site design been approved?
Final design approval is pending; conceptual designs have been submitted.

Can the community help shape any aspects of the depot's design?
Yes. MN8 Energy will collaborate with the local community on the integration of public art on the site as well as the landscaping surrounding the site. The core colors used in the site design will be magenta and purple, colors which are deeply symbolic to Dependable. MN8 Energy is also exploring a partnership with MOVE LA and the Coalition for Clean Air to further community engagement opportunities and ensure alignment with local priorities.

Implementing the Charging Depot

When will the depot open?
Construction is expected to begin in late 2026 and operations are expected to commence by the end of 2027.

Will there be job opportunities at the charging depot?
In total MN8 estimates 119 jobs to be created through the development of the Rio Vista site. This will include design, engineering, and construction jobs needed to develop the site, as well as jobs that supplement on-site amenities such as the bathrooms, truck valet, and security staff.

Will there be workforce training or job development programs?
MN8 Energy is committed to working with Metro, local workforce resource centers, trade schools, and community colleges to fulfill the State Workforce Development commitment associated with Trade Corridor Enhancement Program (TCEP) funding. For this project, MN8 Energy plans to collaborate with entities such as the California Trucking Association (CTA),

Harbor Trucking Association (HTA), and local unions to create a pipeline of skilled workers from the local community who can contribute to the installation, maintenance, and long-term operation of the EV charging infrastructure. These partnerships will support that local residents, including underserved and underrepresented groups, have opportunities to the jobs and economic benefits generated by this transition to clean transportation.

Circulation and Road Safety

Will nearby streets be closed during construction?
Street closures will be minimal. Construction is expected to be contained to the site, with intermittent street closures expected as needed.

Will the project increase truck traffic in the neighborhood?
The project is intended to facilitate the transition of existing diesel trucks to zero-emission trucks (ZETs) by offering a charging facility. The project area is generally zoned for industrial use cases, and many medium- and heavy-duty trucks operate in the area. The project will send a clear message to fleet operators who operate diesel trucks today that there will be a reliable charging depot should they decide to transition to ZETs.

That said, MN8 Energy recognizes community concerns over the truck traffic. As a response, MN8 is in the process of conducting a traffic study and plans to minimize truck traffic in the neighborhood by assigning stalls and charging slots.

What safety measures are in place for pedestrians and cyclists?
Site layouts are optimized to prevent collisions by providing clear traffic flow lanes, wide turning radii, and well-illuminated drive aisles during all hours of operation. Signage, traffic markers, and walkways are prominently displayed, guiding both trucks and pedestrians safely through the depot.

Metro and MN8 Partnership

Who is developing the charging depot?
Metro is working with MN8 Energy. Founded in 2022, MN8 is focused on delivering affordable, reliable, and sustainable solutions across the U.S. MN8 is passionate about building infrastructure that supports communities, carriers, the businesses they serve, and a cleaner future.

To select MN8 as a partner, Metro used a joint Request for Information (RFI) process with the Mobile Source Air Pollution Reduction Review Committee. The RFI was used to gather information about what companies are pursuing ZET charging or fueling projects within the LB-ELA Corridor. Metro used the ZET Program Principles to access the RFI respondents' alignment with the program principles, particularly on the project's readiness and alignment with the state funding opportunity, location, and the respondents' willingness to work with Metro to conduct community engagement activities.

Why is Metro partnering with a developer for this project? Has this been done before?
Metro has been exploring ways to build ZET supporting infrastructure within the LB-ELA Corridor to accelerate the transition of diesel trucks to ZETs. After accessing the availability of suitable land for Metro to develop for such use cases, the cost, and the time it may take to build such infrastructure, Metro concluded that partnering with willing charging or fueling depot developers to support their project would be the most effective and efficient way to achieve the number of facilities to support the heavy-duty vehicle replacement. This project represents a new model where Metro leverages private-sector expertise to advance regional sustainability goals.